DRAFT 2
October 24, 2001 Revision
NAO 217-103 Management of NOAA Small Boats
APPENDIX III - NOAA Motorboat Inspection

SECTION A. INTRODUCTION.

.01 Inspection requirements for NOAA motorboats and Small Research Vessels may vary according to the evaluation of risk inherent in the operation of each vessel. However, there are basic inspection requirements and specific minimum standards that all vessels must meet. The purpose of this Appendix is to outline these minimum inspection requirements and safety standards, and to define the administrative procedures of the inspection process.

.02 The NOAA Small Boat Inspection Program is designed to ensure standards of safety are maintained at an acceptable level in order to best minimize risk.

.03 Inspection program requirements are based upon currently recognized and appropriate marine regulatory policy, and established good marine practices.

SECTION B. RESPONSIBILITY.

.01 The OMAO Small Boat Coordinator is responsible for the management of an inspection system for all SRVs, Class III motorboats, and qualified Class II motorboats.

.02 Senior Field Managers or their Responsible Persons shall establish an inspection system for all other boats not covered under the responsibility of the OMAO Small Boat Coordinator.

SECTION C. INSPECTION REQUIREMENTS.

.01 Timing. NOAA motorboats and SRVs shall be inspected as follows:

a. Small Research Vessels - Annually by OMAO;

b. Class III Motorboats - At least triennially by OMAO, or as required by the Vessel Operations Manual or as requested by the Senior Field Manager;

c. Qualified Class II Motorboats - At least triennially by OMAO or a third party as defined in Section C.01d.1 below, or as required by the Vessel Operations Manual or as requested by the Senior Field Manager;

d. Other Class II Motorboats - At least triennially by a person

defined in Section C.01d.1 through C.01d.4 below, or as required by the Program Vessel Policy or as requested by the Senior Field Manager;

e. Class I and A Motorboats - Annually in accordance with vessel by:

1. An accredited or certified maritime safety professional (example - marine surveyor, USCG Marine Safety Officer, licensed marine engineer);

2. A commonly recognized marine safety authority (example - USCG Auxiliary Inspector, US Power Squadron Inspector);

3. A designated and appropriately trained or experienced government employee utilizing vessel-specific inspection attribute lists. The inspector shall be granted all rights of an inspector and the inspection report shall be forwarded to the Senior Field Manager and OMAO Small Boat Coordinator; or

4. The OMAO Fleet Inspection team when the Fleet Inspectors have scheduled an inspection at a site that operates motorboats or SRVs requiring an OMAO inspection and ample time to conduct the inspections has been scheduled prior to the arrival of the inspection team.

.02 Inspection Anniversary. All motorboats shall be inspected within a time window of at least 6 weeks prior to, or 4 ½ months after, the anniversary date of the previous inspection.

SECTION D. OMAO INSPECTION PROCEDURE.

.01 Scheduling Inspections. Prior to each motorboat or SRV inspection the OMAO Small Boat Coordinator will contact the Responsible Person of the vessel to be inspected to schedule a mutually acceptable date and time of inspection. Approximately 1 month before the agreed upon inspection date, written notification of the intended inspection shall be forwarded to the Senior Field Manager responsible for the vessel. A copy of the inspection announcement along with an inspection attribute list will be forwarded to the Senior Field Manager.

.02 Inspection Attribute List. An inspection attribute list, detailing areas and items to be inspected, as identified in an operational risk management plan, will be forwarded to the Responsible Person for the vessel to be inspected prior to the Inspector's arrival on board. Assistance in developing attribute lists may be obtained from the OMAO Small Boat Coordinator upon request.

.03 Drills. Inspectors may, depending on nature of operations or vessel size and complexity, require an underway demonstration of mission operations or emergency responses to fire, flooding, collision, man overboard, or abandon ship procedures.

.04 Records. Records, including but not limited to the following, may be examined by the inspection team:

a. operational risk management plans;

b. vessel alterations;

c. weight and moment management;

d. mission modifications; or

e. operator training and certification documents.

.05 Post-inspection Critique. Following the completion of the on-board or on-site inspection, the Inspector will brief the Senior Field Manager and Responsible Person on the general findings of the inspection.

.06 Inspection Report. A written report of the findings of the inspection will be sent from OMAO within 15 business days to the appropriate Line Office Deputy Assistant Administrator and the Senior Field Manager. The report will detail areas of deficiency and will consist of only those items previously discussed in the post-inspection critique.

.07 Response. The Senior Field Manager will file a written response indicating corrective action taken or anticipated to be taken with respect to items listed in the inspection report within 15 business days after receipt of the inspection report. The response shall be written to the Director, NOAA Corps, and forwarded within OMAO to the Small Boat Coordinator (OMAOx3) and the Chief, Fleet Inspection Office (OMAOx5).

SECTION E. MOTORBOAT INSPECTION CRITERIA.

.01 Hulls. The material condition and watertight integrity of vessel hulls, weather decks, and watertight bulkheads shall be maintained in the condition for which they were originally intended. Any modification, penetration, or repair of these areas shall include adequate measures to ensure that the vessel's original condition of watertight integrity is retained.

a. Hull Fittings. Watertight doors and hatches and their associated equipment shall be kept in a state of preservation which ensures their suitability for the maintenance of watertight integrity.

b. Ventilation Ducts and Gooseneck Vents. Ventilation ducts and gooseneck vents of greater than 2 ½ inch diameter which penetrate the weather deck shall be provided with a positive means of closure to prevent flooding of the vessel's interior. Covers and their fastening

devices shall be attached to or stowed immediately adjacent to each such vent opening.

.02 Engineering Systems. The scope of the inspection shall, when applicable, include an examination of engineering systems including, but not limited to, propulsion, AC or DC electrical, hydraulic, pneumatic, ventilation, and piping installations. Minimum inspection criteria for these systems are promulgated by the American Boat and Yacht Council publication "Standards and Technical Information Reports for Small Craft. Guidance based on thesestandards may be obtained by contacting the Marine Engineering Division Small Boat Engineer at Marine Operations Center-Pacific (Seattle), or Marine Operations Center-Atlantic (Norfolk). Other inspection criteria may be applied as derived from the operational risk management plan. Programs are encouraged to visit the American Boat and Yacht Council website (linked from the Small Boat Program Web Site) to purchase applicable publications.

.03 Equipment. Table I - Minimum Small Boat Safety Equipment, lists the minimum required safety equipment that must be on board, and maintained in a ready and serviceable condition, before any small boat is operated. This table of required equipment is not intended to over ride or supercede the placement of additional equipment required to be on board as directed by the Senior Field Manager as a result of an operational risk management plan.

a. Emergency Equipment. All lifesaving and firefighting equipment shall be of United States Coast Guard approved and/or SOLAS approved type when applicable. If SOLAS approval is not applicable then the emergency equipment shall be United States Coast Guard Approved.

b. Other Equipment. Other Equipment specified in Table I shall be U.S. Coast Guard approved, if U.S. Coast Guard Standards are applicable to the equipment specified.

c. Communications and Navigation Electronics. Table II, Minimum Small Boat Communication and Navigation Equipment, lists the minimum required communication and navigation electronic equipment that must be on board, and maintained in a ready and serviceable condition, before any small boat is operated. This table of required equipment is not intended to over ride or supercede the placement of additional equipment required to be on board as directed by an operational risk management plan.

SECTION F. ATTACHMENTS.

Table 1.0 - Minimum Small Boat Safety Equipment.

Table 2.0 - Minimum Small Boat Communication and Navigation Equipment.